AMENDMENTS TO THE SPECIFICATION

Please replace paragraphs **[0038]-[0039]** with the following:

[0038] Figure 2a is a rear ~~is a~~ perspective view of the parts of the belt force limiter from Figure 1 and Figure 2b is a front perspective view of the parts of the belt force limiter from Figure 1,

[0039] Figures 3 and 4 ~~diagrams~~ show the course of the belt extraction length depending on the belt extension force for several belt systems,

Please replace paragraph **[0041]** with the following:

[0041] Figure 6 is a schematic view of the bottom end of the flange of the belt force ~~tightener from~~ limiter of Figure 5,

Please replace paragraphs **[0046]-[0049]** with the following:

[0046] Figure 11 shows the clutch from Figure 10 when the belt tightener is actuated,

[0047] Figure 12 shows the clutch from Figure 10 with the belt force limitation actuated,

[0048] Figure 13 shows the result of a test to show the method of the invention, and

[0049] Figure 14 shows the head accelerations on a test dummy's head.

Please replace paragraph **[0050]** with the following:

[0050] Figure 1 shows schematically the cross section of a force limiter for a seat belt system according to a first embodiment of the invention. ~~Figure 2 shows~~ Figures 2a and 2b show the individual parts of the limiter in a perspective view. The force limiter comprises a rotatable spool 1 with a spool bearing 2, on which a seat belt, not shown, can be wound and unwound. At the one end of the spool 1 along its axis of rotation there is a flange 3 which can rotate relative to the spool. Furthermore, a pawl 4 is provided which locks up the flange 3 in the event of an accident.

Please replace paragraphs **[0053]-[0056]** with the following:

[0053] The limiter furthermore has a shear pin 6 which ~~run~~ runs parallel to the torsion bar in a receiver in the spool 1 and flange 3. Up to a threshold determined by its stability the shear pin 6 prevents any turning of the spool 1 and flange 3 relative to one another.

[0054] In the event of an accident, the pawl 4 anchors the flange 3 and thus the one end of the torsion bar 5 to the frame of the belt system. Since the flange 3 is positively joined to the spool 1, the spool 1 is also anchored to the frame of the belt system. Now a torque caused by the vehicle's ~~occupants~~ occupant plunging into the belt acts upon the spool.

[0055] In the absence of the shear pin 6, the torsion bar 5 would twist in accordance with this torque, the belt would be further unwound, and as a consequence the belt force acting on the vehicle's ~~occupants~~ occupants would be reduced. The shear pin 6, however, initially prevents the rotation of the spool 1 and flange 3 relative to one another and thus prevents activation of the belt force limiter. Not until the torque exceeds a ~~value~~ predetermined value, which is, ~~i.e.,~~ dependent upon the selected stability of the ~~share~~ shear pin 6, the shear pin 6 shears off, so that the positive coupling between the spool 1 and the flange 3 is released. Thereafter a limitation of force takes place as at the beginning of this paragraph.

[0056] Figure 3 shows a diagram of the belt extraction force in relation to the belt extraction length in various belt systems. Curve 10 is the curve for a belt system without any force limiting. Curve 11 is the curve for a conventional belt system with force limiting. As it can be seen, the critical belt extraction length 12 is exceeded ~~by the test described in the beginning,~~ in the conventional belt system with limiting before the critical belt force 13 is reached. In Figure 3 the critical belt extraction length is for example about 750 mm. This length in any case can vary.

Please replace paragraphs **[0067]-[0070]** with the following:

[0067] Between the belt spool 30 and a shaft 33 a clutch 34 is provided, which consists of a guiding ring 35, a coupling element 36 and dogs 37. Also, a cover 38, bearings 39 and 40, and a seal 41 are also provided.

[0068] The shaft 33 ~~serve~~ serves to transmit a rotational force of a belt tightener ~~not shown~~ (not shown), to the belt spool 30.

[0069] Figure 10 shows the clutch 34 in a frontal view. The dogs (also referred to as "clutching elements" or "clutching means") 37 are articulated on the coupling element 36.

Also, the dogs 37 are guided within ~~guides~~ guiding slots 42 in the guiding ring 35. The clutching elements 37 have outwardly facing serrated surfaces 43.

[0070] The guiding ring 35 also has lugs 44 on its perimeter, which when the guiding ring 35 rotates ~~engage~~ counter-clockwise engage in recesses 45 provided for the purpose on the vehicle 32, as described below.

Please replace paragraphs **[0075]-[0076]** with the following:

[0075] Then a vehicle occupant plunging into the belt produces a force on the belt spool 30 which produces a counter-rotation. Due to the frictional coupling of the belt spool 30 to the guiding ring by means of the clutching means 37, the guiding ring 35 is also given an opposite (counterclockwise) rotation. This is indicated schematically by ~~arrows~~ an arrow in Figure 12.

[0076] The lugs 44 thus enter the recesses 45 on the vehicle. Any further counterclockwise rotation of the guiding ring 35 is thus blocked. Since the lugs 44 are still engaged, a positive connection to the belt spool 30 still exists and a rotational force is still acting on the coupling element 36. If this rotational force reaches a predetermined level, the elastic inner area 35a rotates with respect to the outer circumferential area of the guiding ring 35, so that the serrated surfaces 43 fall away from the belt spool 30 and the clutching means 37 are carried radially inward within the guiding slots 42.